

UNITED STATES DEPARTMENT OF TRANSPORTATION



Legal: TRINITY INDUSTRIES DE MEXICO S DE R L DE CV

Operating (DBA):

MC/MX #: 468284

RFC #: TIM9112096J4

Federal Tax ID:

Application Tracking #: 7434

Review Type: Safety Audit - Pre-Authority (OP1)

Scope: Entire Operation

Location of Review/Audit: Company facility in another country

Territory:

Operation Types Interstate Intrastate

Carrier: Non-HM N/A

Shipper: N/A N/A

Cargo Tank: N/A

Business: Corporation

Gross Revenue: \$1,715,812.00

for year ending: 12/31/2006

Company Physical Address:

CALZADA DE LAS MARISOLES LOTE 1
HUEHUETOCA, MX 54680 MEXICO

Contact Name: Francisco Laget Mera

Phone numbers: (1) (593) 918-026 (2)

Fax

E-Mail Address:

Company Mailing Address:

3490 HIGHWAY 277 NORTH
EAGLE PASS, TX 78852

Process Agent Address:

3490 HIGHWAY 277 NORTH
EAGLE PASS, TX 78852

Contact Name: Ruben Lara

Phone numbers: (1) (830) 773 091 (2)

Fax

E-Mail Address:

Carrier Classification

Private Property

Cargo Classification

Metal: Sheets, Coils, Rolls

Machinery, Large Objects

Other: Empty storage tanks

Does carrier transport placardable quantities of HM? No

Is an HM Permit required? N/A

Driver Information

	Inter	Intra
< 100 Miles:	0	0
>= 100 Miles:	14	0

Average trip leased drivers/month: 0

Total Drivers: 14

CDL Drivers: 14

Equipment

Owned Term Leased Trip Leased

Owned Term Leased Trip Leased

Truck Tractor

16

0

0

Trailer

9

0

0

Power units used in the U.S.: 16

Percentage of time used in the U.S.: 100





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09/13/2007

Part A

Questions about this report or the Federal Motor Carrier Safety or Hazardous Materials regulations may be addressed to the Federal Motor Carrier Safety Administration at:

Walker Plaza, 5810 San Bernardo Ave., Suite 290
Laredo, TX 78041
Phone: (956)712-1385 Fax:(956)723-1479

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed

Name: Francisco Laget Mera

Title: General Manager

Name: Ruben Lara

Title: Export Manager



**Part B - Questions and Answers****Question** General # 1 - Section # 387.7(a) Acute

Does the carrier have the required minimum level of financial responsibility in effect?

Comments**Answer**

Yes

Question General # 2 - Section # 387.7(d) Critical

Does the carrier have required proof of financial responsibility?

Comments**Answer**

Yes

Question General # 3 - Section # 390.15(b)(1)

Can the carrier provide a complete accident register of recordable accidents?

Comments**Answer**

N/A

Question General # 4 - Section # 390.15(b)(2) Critical

Does the carrier have copies of all accident reports required by States or other government entities or insurers?

Comments**Answer**

N/A

Question General # 5 - Section # 390.3(e)

Is the carrier knowledgeable of the FMCSRs/HMRs?

Comments**Answer**

Yes

Question General # 6 - Section # 390.21

Does the carrier know the commercial motor vehicles marking requirements?

Comments**Answer**

Yes

Question Driver # 1 - Section # 391.51(a) Critical

Does the carrier maintain complete driver qualification files?

Comments**Answer**

Yes

Question Driver # 2 - Section # 391.11(b)(4) Acute

Is the carrier using physically qualified drivers?

Comments**Answer**

Yes

Question Driver # 3 - Section # 391.45(a), 391.45(b) Critical

Does available evidence indicate the motor carrier has used a driver without a medical certificate or with an expired medical certificate?

Comments**Answer**

No

Question Driver # 4 - Section # 391.15(a) Acute

Is the carrier using any disqualified drivers?

Comments**Answer**

No



**Part B - Questions and Answers****Question** Driver # 5 - Section # 391.51(b)(2) Critical

Does the carrier maintain driving and employment history inquiry data in driver qualification files?

Answer

Yes

Comments**Question** Driver # 6 - Section # 382.115(a) Acute

Has the carrier implemented an alcohol and/or controlled substances testing program?

Answer

Yes

Comments**Question** Driver # 7 - Section # 382.213(b) Acute

Has the carrier used drivers who have used controlled substances?

Answer

No

Comments**Question** Driver # 8 - Section # 382.215 Acute

Has the carrier used a driver who has tested positive for a controlled substance?

Answer

No

Comments**Question** Driver # 9 - Section # 382.201 Acute

Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?

Answer

No

Comments**Question** Driver # 10 - Section # 382.505(a) Acute

Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?

Answer

No

Comments**Question** Driver # 11 - Section # 382.301(a) Critical

Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?

Answer

Yes

Comments**Question** Driver # 12 - Section # 382.303(a) Critical

Has the carrier conducted post accident testing on drivers for alcohol and/or controlled substances?

Answer

N/A

Comments**Question** Driver # 13 - Section # 382.305 Acute

Has the carrier implemented random testing program?

Answer

Yes

Comments**Question** Driver # 14 - Section # 382.305(b)(1) Critical

Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate of the average number of driver positions?

Answer

Yes

Comments

**Part B - Questions and Answers****Question** Driver # 15 - Section # 382.305(b)(2) Critical

Has the carrier conducted controlled substance testing at an annual rate of not less than the applicable annual rate of the average number of driver positions?

Answer

Yes

Comments**Question** Driver # 16 - Section # 40.305(a)

Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?

Answer

N/A

Comments**Question** Driver # 17 - Section # 40.309(a)

Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?

Answer

N/A

Comments**Question** Driver # 18 - Section # 382.211 Acute

Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?

Answer

No

Comments**Question** Driver # 19 - Section # 382.503 Critical

Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?

Answer

N/A

Comments**Question** Driver # 20 - Section # 383.23(a) Critical

Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?

Answer

No

Comments**Question** Driver # 21 - Section # 383.37(a) Acute

Has the motor carrier allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?

Answer

No

Comments**Question** Driver # 22 - Section # 383.51(a) Acute

Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?

Answer

No

Comments**Question** Operation #1 - Section # 395.8(a) Critical

Does the carrier require drivers to make a record of duty status?

Answer

N/A

Comments

**Part B - Questions and Answers****Question** Operation #2 - Section # 395.8(i) Critical

Does the carrier require drivers to submit records of duty status within 13 days?

Answer

N/A

Comments**Question** Operation #3 - Section # 395.8(k)(1) Critical

Can the carrier produce records of duty status and supporting documents for selected drivers?

Answer

N/A

Comments**Question** Operation #4 - Section # 395.3(a)(1) Critical

Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)

Answer

No

Comments**Question** Operation #5 - Section # 395.3(a)(2) Critical

Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)

Answer

No

Comments**Question** Operation #6 - Section # 395.3(b)(1) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)

Answer

No

Comments**Question** Operation #7 - Section # 395.3(b)(2) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)

Answer

N/A

Comments**Question** Operation #8 - Section # 395.5(a)(1) Critical

Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)

Answer

N/A

Comments**Question** Operation #9 - Section # 395.5(a)(2) Critical

Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)

Answer

N/A

Comments**Question** Operation #10 - Section # 395.5(b)(1) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)

Answer

N/A

Comments**Question** Operation #11 - Section # 395.5(b)(2) Critical

Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)

Answer

N/A

Comments

**Part B - Questions and Answers****Question** Operation #12 - Section # 395.8(e) Critical

Does available evidence indicate a selected driver has prepared a false record of duty status?

Answer

No

Comments**Question** Operation #13 - Section #

Does the carrier adhere to a disciplinary policy for noncompliance with Part 395?

Answer

Yes

Comments**Question** Operation #14 - Section # 395.1(e)

Does the carrier have a system for recording hours of duty status on 100- mile radius drivers, and are they properly utilizing the 100 air-mile radius exemption?

Answer

Yes

Comments**Question** Operation #15 - Section # 392.2 Critical

Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?

Answer

Yes

Comments**Question** Operation #16 - Section # 392.9(a)(1) Critical

Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?

Answer

Yes

Comments**Question** Operation #17 - Section # 392.4(b) Acute

Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?

Answer

No

Comments**Question** Operation #18 - Section # 392.5(b)(1) Acute

Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?

Answer

No

Comments**Question** Operation #19 - Section # 392.5(b)(2) Acute

Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?

Answer

No

Comments**Question** Maintenance # 1 - Section # 396.3(b) Critical

Can the carrier produce maintenance files for requested vehicle(s)?

Answer

Yes

Comments

**Part B - Questions and Answers****Question** Maintenance # 2 - Section # 396.17(a) Critical

Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?

Answer

Yes

Comments**Question** Maintenance # 3 - Section # 396.11(a) Critical

Does the motor carrier require drivers to complete vehicle inspection reports daily?

Answer

No

Comments

Carrier does not require drivers to complete daily vehicle inspection

Driver Name:

Trip Date: 08/29/07

VIN #: 1FUYYDCXB7YPA51090

Question Maintenance # 4 - Section # 396.11(c) Acute

Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?

Answer

N/A

Comments**Question** Maintenance # 5 - Section # 396.9(c)(2) Acute

Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?

Answer

Yes

Comments**Question** Maintenance # 6 - Section # 396.19

Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?

Answer

Yes

Comments**Question** Maintenance # 7 - Section # 396.3

Can the carrier explain its systematic, periodic maintenance program?

Answer

Yes

Comments**Question** Other # 1 - Section # 375.211

Does the carrier participate in an Arbitration Program?

Answer

N/A

Comments**Question** Other # 2 - Section # 13702

Does the carrier assess shipper freight charges based upon published tariffs?

Answer

N/A

Comments**Question** Other # 3 - Section # 375.401(c)

Does the carrier provide reasonably accurate estimates of moving charges?

Answer

N/A

Comments**Question** Other # 4 - Section # 375.407(a), 375.703(b)

Has the carrier avoided "hostage freight" or other predatory practices?

Answer

N/A

Comments



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Question Other # 5 - Section # 387.301(a), 387.301(b)

Does the HHG carrier have sufficient levels of public liability and cargo insurance?

Answer

N/A

Comments

Question Other # 6 - Section # 13901

Is the motor carrier authorized to conduct interstate operations in the United States?

Answer

Yes

Comments

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.





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Part B Requirements and/or Recommendations

1. Una copia de el portafolio de su documento del Auto transportista puede ser obtenida por \$ 20.00 dólares en la siguiente página de seguridad de el Internet (www.safersys.org) o por teléfono llamando al 1-800-832-5660 o 703-280-4001. Ud. también puede escribir a: Computing Technologies, Inc
P O Box 3248
Merrifield, VA 22116-3248.
El costo del documento si es ordenado por teléfono o correo es de \$27.50 dólares.
2. Mantener en archivo una copia completa y actualizada de su forma de responsabilidad de endoso financiero MCS-90 (Administración Federal de Seguridad-90).
3. La Administración Federal de Seguridad de Auto transportista tiene una versión en Español en la siguiente página del Internet:
www.fmcsa.dot.gov/spanish



**Part C**

Corporate Contact: Francisco Laget Mera
Corporate Contact Title: General Manager

Special Study Information:**Remarks:**

- (a) The motor carrier has been in operation since September 1990.
- (b) The motor carrier is currently operating within the United States municipalities and commercial zone.
- (c) The motor carrier received a certificate of registration to operate within the United States municipalities and commercial zone on 09/09/2003.
- (d) The motor carrier is currently operating within the United States commercial zone, the motor carrier has not had any expedited action letters. The carrier had a safety audit review on 12/31/2003 with a commercial zone PASS letter dated 12/06/2005.
- (e) If long-haul operating authority is granted, the carrier has plans to operate within the United States municipalities and commercial zones as well.
- (f) The motor carrier does have a parent company with a motor carrier operating in the United States.
- (g) The motor carrier operates 16 CMVs in Mexico plus a total of 50 in Mexico only.
- (h) The Advisement of Obligation to Comply with Statutes and Regulations was discussed with the motor carrier official and a copy of the signed and dated form was provided to the carrier.
- (i) The motor carrier officials present during the discussion of the Advisement were Mr. Francisco Laget Mera, Mr. Ruben Lara and Miss. Ivonne De La Rosa. The Protested Application Process was discussed and a copy was provided to the motor carrier.

Our initial contact to schedule the PASA with Mr. Francisco Laget Mera V.P. was on 08/23/07. The PASA began at 09:30 a.m. on 09/11/07. Upon our arrival we were greeted by Mr. Francisco Laget Mera V.P.

Safety Investigator Luis Lopez and I were accompanied by a SCT representative whose name was Angel Garcia Villanueva. After introducing all personnel and explaining the purpose of our visit, the carrier provided a tour of the facility. The carrier directed us to a location for the PASA to be conducted.

I asked the carrier if they had previously been contacted by the SCT, regarding the PASA and he answered yes. Mr. Francisco Laget Mera stated that they received a call on 08/23/07 from the SCT office.

Mr. Francisco Laget Mera was advised of all the requirements that must be met before OP-1 authority is granted as a long-haul carrier.

The carrier was provided a copy of the OCE-46, which was properly signed, dated and executed by the carrier. The Reinstatement of OP-2 Operating Authority was also signed and dated by the carrier.

A thorough explanation was provided to Mr. Francisco Laget Mera, in order to ensure full understanding of the Advisement of Obligation to Comply with Statutes and Regulations. The carrier agreed to all obligations explained and the form was signed and dated, after which a copy of the advisement was provided to the carrier.

We next proceeded to start the verification process (Phase 1 of the PASA) and questioned the carrier regarding each of the five mandatory elements. After we assured each of the five mandatory elements were satisfied, we provided with copies of various forms and information of required documents to be utilized by the carrier and kept on file to assist in compliance with the FMCSR.

The carrier owns 16 truck tractors and 9 semi trailers, which were originally planned on using if granted OP-1 Authority. It should be noted that upon our level 5 inspections 25 of the CMVs do meet the Federal Motor Vehicle Safety Standards (FMVSS) as required. Mr. Francisco Laget Mera stated they would only use the 25 vehicles meeting the safety standards.



**Part C**

Changes were not made or needed to the OP-1 application, as information on file is current, up to date and correct.

The CAPRI process (Phase II of the PASA) Pilot Program was conducted on 09/13/07 at carrier's Place of Business located at Calzada de los Marisoles Lote 1, Huehuetoca Edo. De Mexico. Present for the PASA were Mr. Ruben Lara, Miss. Ivonne De La Rosa, and Mr. Francisco Laget Mera, who signed and received a copy of Part A (Page 1 and 2) and Receipt Page of the report.

Review of Part 387: The carrier is currently operating with OP-2 authority and provided proof of insurance along with copy of MCS-90. The current effective Policy ISAH0823068-7 for Mc Queary Henry Bowles Troy LLP was verified, and confirmed by contacting Linda Stewarts Account manager for Trinity account located at 12700 Park Central Drive 7th floor Dallas TX 75251, contact number (972) 770-1600.

Review of Part 383: CDLIS check inquiry of the 19 driver's on the list created by the carrier to operate in the US revealed a valid Licencia Federal for only 14 drivers of the 19 the rest came back with a restriction to drive only in Mexico. Another list was made by auditor Mario Escamilla with the names of the 14 drivers eligible to drive in the US and will be scanned with the original list created by the carrier. Copies of CDLIS inquiry are included in this review, as well as a copy of the Licencia Federal de Conductor provided by the carrier for each driver planning to travel beyond the commercial zone.

Review of Part 40 and 382: The motor carrier has a Drug and Alcohol Testing Program. The carrier has a Random Testing Program run by a consortium. Discrepancies were not found as the carrier is correctly following the procedures for random testing selections. The collection site conducting the controlled substance and alcohol testing was contacted by phone. We spoke to CAD Services located at 1315 Del Rio Blvd. Eagle Pass, TX 78852, contact number (956) 773-4333. Raquel Palacios representative stated they utilize Nedtox Laboratories, located at 402 West Country Road D, Saint Paul, Minnesota, 55112 as their certified laboratory. Confirmation from the collection site was provided that they do conduct pre-employment, random, post accident, and reasonable suspicion controlled substance/alcohol testing, but the collection site has no involvement in the random selection process. The carrier was also advised of the required Supervisor Training under 382.603. The D&A regulations were discussed in-depth with the carrier.

Review of Part 390: The motor carrier has had zero recordable accidents in the last 12 months. The carrier was made aware of the definition of an accident involving a CMV and the requirements of documents to be maintained on file. The carrier has had zero recordable accidents in the territory of Mexico. The motor carrier was notified of the marking requirements in the event they are granted provisional operating authority.

Review of Part 391: The list of drivers created by the carrier details the drivers they are planning to operate in the United States however the list will have to be modified do to the fact some of the drivers have Licencias Federales with a restriction to drive only in Mexico. DQ files for each driver were reviewed and no discrepancies were discovered.

Review of Part 395: The motor carrier produced time cards and supporting documents for all drivers. A review of 30 day time card for each driver was completed. The carrier was advised and explained on the importance and responsibility of keeping accurate and legitimate RODS. The carrier was also instructed on the required retention period for such records. The carrier stated he has a verbal disciplinary policy for non-compliance with Part 395. A total of eight days of Time Cards were scanned. Carrier also was told if in the future they receive the OP-1 authority, the drivers will have to start utilizing log books instead of the time cards since they will be traveling from Monclova CH to the Dallas TX area, the carrier does have logs ready to be use and a copy of one of this logs was scanned into EDMS.

Review of Part 396: The motor carrier was able to produce complete maintenance files for all selected vehicles they intend to operate in the United States. Current copies of annual inspections were on file. The carrier can not produced Driver Vehicle Inspection Reports for the selected vehicles at the time of the audit. The carrier was advised of the importance of having the Driver Vehicle Inspection Report and the required retention period for such records. The motor carrier explained its systematic periodic maintenance program. The carrier is aware that a scheduled maintenance program must be kept on a daily basis when vehicles are used. Level V inspections were performed at the carriers' facility as required by the PASA Memorandum guidance on the vehicles available which will be operating in the United States. A safe and convenient area where the Level 5 inspections are to be conducted was designated.

Inspection Report Number US0980000876 revealed zero critical item violation for unit number 094. Truck Tractor, Kenworth 2006, Mexican License Tag 205FB4, VIN-3WKDD40X36F631296, Gross Vehicle Weight Rating 59,124 LBS was issued CVSA Decal 6654583.



**Part C**

Inspection Report Number US0980000877 revealed zero critical violations for unit number 097. Truck Tractor Kenworth 2006, Mexican License Tag 786FB4, VIN-3WKDD40X57F801661, Gross Vehicle Weight Rating 59,124 Lbs was issued CVSA Decal 6654582.

Inspection Report Number US0980000878 revealed zero critical violations for unit number 098. Truck Tractor Kenworth 2006, Mexican License Tag 208FB5, VIN-3WKDD40X17F804024, Gross Vehicle Weight Rating 59,124 Lbs was Issued CVSA Decal 6654584.

Inspection Report Number US0980000879 revealed zero critical violations for unit number 084. Truck Tractor Kenworth 2006, Mexican License Tag 195FB4, VIN-3WKDD40X06F631286, Gross Vehicles Weight Rating 59,124 Lbs was issued CVSA Decal 6654585.

Inspection Report Number US0980000880 revealed zero critical violations for unit number 99. Truck Tractor Kenworth 2006, Mexican License Tag 209FB5, VIN-3WKDD40X37F804025, Gross Vehicles Weight Rating 59,124 Lbs was issued CVSA Decal 6654586.

Inspection Report Number US0980000881 revealed zero critical violations for unit number 083. Truck Tractor Kenworth 2006, Mexican License Tag 175FB4, VIN-3WKDD40X36F629080, Gross Vehicles Weight Rating 59,124 Lbs was issued CVSA Decal 6654587.

Inspection Report Number US0980000882 revealed zero critical violations for unit number 085. Truck Tractor Kenworth 2006, Mexican License Tag 196FB4, VIN-3WKDD40X26F631287, Gross Vehicle Weight Rating 59,124 Lbs was issued CVSA Decal 6654588.

Inspection Report Number US0980000883 revealed zero critical violations for unit number 103. Truck Tractor Kenworth 2007, Mexican License Tag 585FB5, VIN-3WKAD40X17F806522, Gross Vehicle Weight Rating 59,124 Lbs was issued CVSA Decal 6654589, and for the semi trailer unit number T-074, VIN-982PCDS6388 with Mexican License Tag 2HU6141 also revealed zero critical violations and a CVSA decal # 6654590 was issued.

Inspection Report Number US0980000884 revealed zero critical violations for unit number 101. Truck Tractor Kenworth 2007, Mexican License Tag 583FB5, VIN-3WKAD40X57F806278, Gross Vehicle Weight Rating 59,124 Lbs was issued CVSA Decal 6654593, and for the semi trailer unit number T-041, VIN-962PCDS626Z with Mexican License Tag 2HU6179 also revealed zero critical violations and a CVSA Decal # 6654592 was issued.

Inspection Report Number US0980000885 revealed zero critical violations for unit number 090. Truck Tractor Kenworth 2006, Mexican License Tag 201FB4, VIN-3WKD040X66F631292, Gross Vehicle Weight Rating 59,124 Lbs was issued CVSA Decal 6654594, and for the semi trailer unit number T-047, VIN-972PCDS6274 with Mexican License Tag 2HU6145 also revealed zero critical violations and a CVSA Decal # 6654595 was issued.

Inspection Report Number US0980000886 revealed zero critical violations for unit number 093. Truck Tractor Kenworth 2006, Mexican License Tag 204FB4, VIN-3WKD040X1BF631295, Gross Vehicle Weight Rating 59,124 Lbs was issued CVSA Decal 6654596, and for the semi trailer unit number T-029, VIN-912PCDS5818 with Mexican License Tag 2HU7149 also revealed zero critical violations and a CVSA Decal # 6654597 was issued.

Inspection Report Number US980000887 revealed zero critical violations for unit number 092. Truck Tractor Kenworth 2006, Mexican License Tag 203FB4, VIN-3WKD040XX6F631294, Gross Vehicle Weight Rating 59,124 Lbs was issued CVSA Decal 6654606, and for the semi trailer unit number T-030, VIN-912PCDS5821 with Mexican License Tag 3HU3389 also revealed zero critical violations and a CVSA Decal #6654607 was issued.

Inspection Report Number US0778001163 revealed zero critical violations for unit number 105. Truck Tractor Kenworth 2007, Mexican License Tag 587FB5, VIN-3WKAD40X57F806524, Gross Vehicle Weight Rating 59,130 Lbs was issued CVSA Decal 6654604, and for the semi trailer unit number T-048, VIN-972PCDS6275 with Mexican License Tag 2AV7149 also revealed zero critical violations and a CVSA Decal #6654605 was issued.

Inspection Report Number US0778001164 revealed zero critical violations for unit number 091. Truck Tractor Kenworth 2006, Mexican License Tag 202FB4, VIN-3WKDD40X86F631293, Gross Vehicle Weight Rating 59,130 Lbs was issued CVSA Decal 6654602, and for the semi trailer unit number T-083, VIN-982PCDS with Mexican License Tag 3HU416 also revealed zero critical violations and a CVSA Decal #6654603 was issued.



**Part C**

Inspection Report Number US0778001165 revealed zero critical violations for unit number 089. Truck Tractor Kenworth 2006, Mexican License Tag 200FB4, VIN-3WKD0X46F631291, Gross Vehicle Weight Rating 59,130 Lbs was issued CVSA Decal 6654600, and for the semi trailer unit number T-056, VIN-972FCE61288 with Mexican License Tag 2HU6203 also revealed zero critical violations and a CVSA Decal #6654601 was issued.

Inspection Report Number US0778001166 revealed zero critical violations for unit number 081. Truck Tractor Kenworth 2006, Mexican License Tag 173FB4, VIN-3WKDD40X56F629078, Gross Vehicle Weight Rating 59,130 Lbs was issued CVSA Decal 6654598, and for the semi trailer unit number T-039, VIN-CJG3F4045 with Mexican License Tag 2AV6157 also revealed zero critical violations and a CVSA Decal #6654599 was issued.

Maintenance files were verified of repairs made for vehicles that were placed Out Of Service during road side inspections capture on carrier profile.

The motor carrier had 572 inspections listed on company profile. Web sites reviewed for carrier information include MCMIS, QUERY CENTRAL, SAFER, L&I, CDLIS, EMIS, PC MILER, PRO VU AND PIQ. Throughout the PASA the carrier was courteous, attentive and receptive of recommendations made. The carrier displayed a sincere desire to comply with all applicable regulations.

The motor carrier is aware they must be in full compliance to avoid any future violations.

Upon completion of the PASA, I reviewed with Mr. Francisco Laget Mera, the Protest Procedures flowchart "Attachment 5" from the PASA memo. I notified the motor carrier of the possibility of a protest to their application for OP-1 long haul operating authority, and if a protest is filed the time limits to respond to a protest. I provided a copy of the Protest Procedures flowchart to Mr. Francisco Laget Mera.

Upload Authorized:	Yes	No
Authorized by:		Date:
Uploaded:	Yes	No
Verified by:		Failure Code:
		Date:

